RAILROADS.

PENNSYLVANIA

RAILROAD. STATION CORNER OF SIXTH AND B STS.
7:50 A. M. DAILY, PITTSBURG EXPRESS—Parle
and Bining Cars Harrisburg to Pittsburg,
10:50 A. M. DAILY, PENNSYLVANIA LIMITED.

19:50 A. M. DAILY, PENNSYLVANIA LIMITED—Pullman Seeping, Dining, Smoking, and Observation Cars Harrisburg to Chicago, Cincinnati, Indianapolis, St. Louis, Cleveland, and Toledo, Buffet Parlor Car to Harrisburg.

19:59 A. M. DAILY, FAST LINE—Pullman Buffet Parlor Car to Harrisburg.

2:50 P. M. DAILY, FAST LINE—Pullman Buffet Parlor Car to Harrisburg.

2:50 P. M. DAILY, CHICAGO AND ST. LOUIS EXTRESS—Sleeping Car Washington to St. Louis, and Sleeping and Dining Cars Harrisburg to Indianapolis, St. Louis, Louisville (via Cincinnati) and Chicago.

Cincinnati) and Chicago.

115 P. M. DAILY. ST. LOUIS EXPRESS—Pullman Sleeping Car Harrisburg to St. Louis.
745 P. M. DAILY. WESTERN EXPRESS—Pullman Sleeping Car to Pittsburg and Chicago.
Dining Car to Chicago.
7:45 P. M. DAILY. CLEVELAND AND CINCINNATI EXPRESS—Pullman Sleeping Cars Washington to Pitts.

NATI EXPRESS Pullman Sceping Cars Washington to Pittsburg, and Harrisburg to Cleve-land and Nashville (via Cincinnati and Louis-ville), Distance Co. le), Dining Cur. P.-M. DAILY. PACIFIC EXPRESS—Pull-

10:40 P. M. DALLY PACIFIC EXPRESS—Pullman Sleeping Car to Pittsburg.
2:50 A. M. DALLY BRIFFALD DAY EXPRESS, with through Parlor Car, Dining Car, and Coaches to Buffalo, via Emporium Junction.
2:50 A. M. for Kane. Carandalgus, Rochester, and Niagara Falls daily, except Sunday.
10:50 A. M. for Kane. Carandalgus, Rochester, and Niagara Falls daily, except Sunday.
10:50 A. M. for Elmira and Renovo daily, except Sunday. For Williamsport daily, 3:30 P. M.
7:15 P. M. BALLY, BUFFALO NIGHT EXPRESS—With through Buffet Sleeping Car and Coaches to Buffalo, via Emporhum Junction.
1:45 P. M. DALLY for Frie; for Rochester, Buffalo, and Niagara Falls daily, except Saturday, with Sleeping Car Washington to Rochester.
10:40 P. M. for Eric, Ganandaigua, Rochester, Buffalo, and Niagara Falls daily. Puliman Eleeping Car Washington to Rochester Saturdays only.
1:400 P. M. "CONGRESSIONAL LIMITED," daily for New York, all Parlor Cars, with Dining Car from Baltimore.

For Philindelphin, New York and

For Philadelphia, New York and the East.

Express, 7:00 (Dining Car), 7:20, 8:15, 9:00, 10:00 (Dining Car), 10:25 and 11:00 (Dining Car from Wilmington) A. M., 12:45, 3:15, 4:50 (Dining Car from Baltimore), 6:50, 10:00, and 11:50 P. M. On Sundays, 7:00 (Dining Car), 7:20, 8:15, 9:00, 10:25, 11:00 (Dining Car from Wilmington) A. M., 12:15, 8:15, 4:50 (Dining Car from Baltimore), 6:50, 10:00, and 11:50 P. M. Fer Philadelphia only, Express, 7:85 A. M., 12:15 P. M. week days, 2:01, 4:10, and 5:40 P. M. dally,

P. M. week days, 2.01, 4:10, and 5:40 P. M. daily.

For Boston, without change, 7:45 A. M. week-days and 4:50 P. M. daily.

For Baston, by M. daily.

For Baston, 10:50 P. M. daily.

For Baston, 10:50 P. M. daily.

For Baston, 10:50 P. M. daily.

10:50 10:50 11:35 P. daily.

10:50 10:50 11:35 P. M. doi:10.15.

10:50 10:50 P. M. daily.

10:50 11:50 A. M. 12:15 P. M. doi:10.15.

10:50 7:15 7:45 10:50 10:40 and 11:50 P. M.

For Pope Creek Line, 7:45 A. M. and 4:33 P. M. week-days.

Sundays 9:56 A. M. 12:15 and 5:49 P. M. week-days.

Sundays 9:56 A. M. 12:15 and 5:49 P. M. week-days.

Sundays 9:56 A. M. 12:15 and 5:49 P. M. week-days.

Sundays 9:50 A. M. 12:15 and 5:49 P. M. week-days.

Sundays 9:50 A. M. 12:15 and 5:49 P. M. week-days.

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Sundays 9:50 A. M. 12:15 and 5:49 P. M. week-days.

Sundays 9:50 A. M. 12:15 and 5:49 P. M. week-days.

Express for Florida and points on Atlantic Coast

5:40 P. M. Express for Florida and points on Atlantic Coast Line, 4:30 A. M., 3:12 P. M. daily. Express for Florida and points on Scalmard Air Line, 11:01 A. M. daily. "Florida and Metropolitan Limited," 6:35 P. M. daily. Express for Richmond only, 9:05 A. M. weekdays, 5:06 P. M. daily. Accommodation for Quantico, 7:16 A. M. iaily and 4:25 P. M. weekdays.

Seashore Connections.

For Atlantic City (via Delaware River Bridge, all-rail route), 11:50 A. M., 4:10 and 11:50 P. M. deliy, 12:45 P. M. week-days, with through Pullman Buffet Parlor Car. Via Market Street Wharf, 9:00 (Saturday only), 10:00 and 11:50 A. M., 12:45 P. M. week-days, 11:50 P. M.

daily.

For Cape May, 10:00, 11:06 A. M., 12:45 P. M. week-days, 11:50 P. M. daily.

Ticket offices, corner Fifteenth and G Streets, and at the station, Sixth and B Streets, where orders can be left for the checking of laggage to destination from hotels and residences.

Telephone call "1441" for Pennsylvania Railread Cah Service.

J. R. HUTCHINSON,
General Manager General Passences Access

SOUTHERN RY.

Schedule corrected to June 1, 1901.
Trains leave from Pennsylvania Station.
Scol a. m. Beily. Local for Harrisonburg, Warrenton, Charlotte, and way stations.
11:15 a. m. Daily. U. S. Fast Mail. Sleeping cars to New Orleans, Columbia, Savannsh, and Jacksonville, uniting at Saliabury with sleeper for Asheville, Chattanooga, and Memphia, and at Danville with sleeper for Augusta. Solid trais Washington to New Orleans. Unings car service.
11:37 a. m. Daily. Local for Warrenton and Charlottewille.

Charlottewille.
4:01 p. m. Week Daya. Local for Front Royal.
Strasburg, and Harrisonburg.
4:20 p. m. Daily. Local for Warrenton and
Charlottewille. Charlottesville. 9:50 p. m. Daily. Washington and Chattanooga Bamited (Via Lynchburg). Sleeping cara ty Russicke, Knoxville, Cauttanooga, Memphia, and New Orleans. Through coach to Memphia. Dining car

arryice.

3.55 p. m. Daily. N. Y. & Fla. Express. Sleeping cars to Augusta with connections for Alkes and Charleston, and to Savannah, Jacksonville, and Port Tampa. Through cuches to Jacksonville and Atlants. Uniting at Danville with Pullville and Atlanta. Uniting at Danville with Pull-man sleepers from Richmond and Norfolk for Charlotte. Tourist sleeper Washington to San Francisco Mondays, Wednesdays, and Fridays.

Prancisco Sondays, medicionays, and Priorys Dining Car Service.

10:45 p. m. Daily. Washington and Southwestern Limited, the only exclusively Pullman train between Washington and the South. Sleeping cars to Ashville, Knoxville, Cinitanooga, and Nashville, and to Atlanta. Macon, Birmingham, Memphis, Monigomery, Mobile, and New Orients. Club car Washington to Atlanta. Dining carrentees.

TRAINS ON BLUEMONT BRANCH, Leave Washington 8:10 s. m., 1:00 p. m., 4:21 p. m., and 4:40 p. m., week days, and 9:01 s. m. and 6:25 p. m., Sundays only for Bluemont, and 6:25 p. m., week days for Leesburg. Returning, arrive Washington 8:24 s. m., and 8:00 p. m. daily, and 8:28 s. m. and 8:45 p. m., week days from Bluemont, and 8:57 a. m., week days from Leesburg.

Through trains from the South arrive Washing ton 6:42 a.m., 6:32 a.m., 7:35 a.m. daily, 2:15 p.m. and 9:00 p.m. daily, From Harrisonburg 11:52 a.m. week days and 9:40 p.m. daily, From Churletteville 8:28 a.m. and 9:40 p.m. daily.

Tickets, sleeping car reservations, and other in-formation furnished and baggage called for and checked from hotels and residences by Union Transfer Co., on orders left at Ticket Office, 705-16th St. N.W., 511 Penns. Ave. N.W., and at

Penna Station.

'Phone 141 for P. R. R. Cab Service.
FRANK S GANNON, 3d V. P. and Gen. Mgr.
S. H. HARDWICK, General Pau'r Agent.
L. S. BROWN, General Agent

CHESAPEAKE AND OHIO RY.

TRAINS LEAVE PENNSYLVANIA STATION. 2:00 P. M. DAILY—Cincinnati and St. Loua Special—Solid train for Cincinnati. Pullman licepers to Cincinnati, Lexington, Louisville, In-lianspolia, and St. Louis without change. Ob-ervation Parlor Car Washington to Virginia Hot iprings except Sunday. Diving car. Parlor Cars Incinnati to Chicago.

incinnati to Chicago. 11:10 P. M. DAILY-F. P. V. Limited Solid 11:30 P. M. DAHLY-F. F. V. Limited Solid train for Cincinnati. Pullman Sleepers to Cincinnati. Pullman Sleepers to Cincinnati. Lexington, and Louisville. Without change: Compartment sleeper to Virginia Hot Springa Tuesdays and Saturdays. Dining car. Sleepers Cincinnati to Chicago and St. Louis.

Heservation and tickets at Chesapeake and Ohio offices. 513 Peynaylvania Avenue; 699 11th Street, near F. and at the station. Telephone call, Main 1441 for Pennaylvania Railroad Cab Service.

H. W. Fillder,
Telephone Main 1096. Gen. Presenger Agent.

"Capital City Route."

Leave Washington, Penna. R. R. Station DAILY. MAIL-Through Pullman Sleepers to Jacksonville, connecting at Hamlet with Pullman Sleeper to Atlanta.

Hamlet with Pullman bleeper to Atlanta.
6:55 P.M. FLA. AND METROPOLITAN
DAILY. HMITED—Through Pullman bleepers to Tampa and Atlanta.
These trains offer excellent schedules and service
to Petersburg, Raleigh, Southern Pines (Pinehurst). Camden, Columbia, Savannah, Jacksonville, and all Florida points. Charlotte, Athens,
Atlanta New Orleans. Chattanooga, Nashville,
points West and Southwest.

omplete Homefurnishe 901-903 Seventh St., Oorner I (Eye) St.

It is Wise to Meet danger boildy and rely upon others' experience wis have found Warner's Bafe Oure curative for Liver troubles.

WEAK MEN!

RAILROADS.

Washington, Alexandria Mount Vernon Railway.

From Station, Pennsylvania Ave. and 13½ St. In effect May 1, 1501.

For Alexandria Week days, 6:30, 7:04, 7:30 8:00, 8:29, 8:50, 9:25, 10:09, 11:00, 11:30 a. m. x12:05, 12:20, 12:35, x1:05, 14:35, 2:00, 2:30, x3:02 8:50, 8:59, x4:15, 4:30, 4:54, 5:08, x5:23, 5:06, 6:02, 6:30, 7:06, 7:30, 8:00, 8:45, 9:26, 10:15, 11:30 11:50 p. m. Sandrys, 7:45, 9:00, 0:45, 10:30, 11:00, 11:50 p. m. Sandrys, 7:45, 9:00, 0:45, 10:30, 11:00, 11:50 p. m. Sandrys, 7:45, 9:00, 0:45, 10:30, 2:00, 12:00, 2:00, 2:00, 3:00, 3:00, 4:00, 4:00, 5:00, 6:00, 6:30, 2:00, 3:00, 3:00, 4:00, 4:00, 5:00, 5:00, 6:00, 6:30, 3:00, 4:00, 4:00, 5:00, 5:00, 6:00, 6:30, 3:00, 4:00, 4:00, 5:00, 5:00, 6:00, 6:30, 3:00, 4:00, 4:00, 5:00, 5:00, 6:00, 6:30, 3:00, 4:00, 4:00, 5:00, 5:00, 6:00, 6:30, 3:00, 4:00, 4:00, 5:00, 5:00, 6:00, 6:30, 3:00, 4:00, 4:00, 5:00, 5:00, 6:00, 6:30, 3:00, 4:00, 4:00, 5:00, 5:00, 6:00, 6:30, 3:00, 4:00, 4:00, 5:00, 5:00, 6:00, 6:30, 3:00, 4:00, 4:00, 5:00, 5:00, 6:00, 6:30, 3:00, 4:00, 4:00, 5:00, 5:00, 6:00, 6:30, 3:00, 4:00, 4:00, 5:00, 5:00, 6:00, 6:30, 3:00, 4:00, 4:00, 5:00, 5:00, 6:00, 6:30, 3:00, 4:00, 4:00, 5:00, 6:00, 6:30, 3:00, 4:00, 4:00, 5:00, 6:00, 6:30, 3:00, 4:00, 4:00, 5:00, 6

130, 7:30, 8:30, 8:45, 9:30, 10:15, 11:30, 11:50, p. m.

For Mount Vernen-Week days, 6:30, 8:40, 10:00, 11:30 a. m.; x12:65, x1:35, 2:36, x2:02, 3:30, 3:36, x4:15, x5:28, 7:38, 9:30 p. m. Sundays, 9:50 a. m., 12:50 noon, 2:50, 4:50, 7:50, 9:30 p. m.

For Arington and Aqueduct Bridge-Week days, 6:30, 7:04, 7:30, 8:50, 8:29, 8:59, 9:25, 10:50, 11:30, a. m.; "12:65, 12:150, "12:35, 1:60, "12:5, 2:50, "2:20, 5:52, "3:30, 3:56, "4:33, 4:54, 5:23, 6:06, 6:30, 7:06, 5:50 p. m. Sunday, 7:45, 9:00, 9:45, 7:02:30, 11:50, 11:50, 11:50, 11:50, 2:50, 6:50, 6:30, 7:30, 8:30, 8:30, 4:50, "4:30, 5:50, "1:50, 2:50, 6:50, 7:30, 8:30, 11:50, 1

OCEAN STEAMSHIPS. AMERICAN LINE NEW YORK-SOUTHAMPTON-LONDON. RED STAR LINE

Thil'phia.Oct.2, 10 a.m. Phil'phia.Oct.23, 13 a.m. St. Pani., Oct.29, 10 a.m. St. Pani., Oct.29, 10 a.m. Phil'phia.No. 13, 10 a.m. Phil'phia.No. 13, 10 a.m. NEW YORK-ANTWERP-PARIS.

New twin-screw steamers calling at Cherbour INTERNATIONAL NAVIGATION COMPANY, Piers 14 and 15 N. R. New York O'Bloe, 72 Broadway, WASHINGTON OFFICE, 1336 F S. N. W., Or G. W. Moss, 1411 G St. N. W.

FOREIGN MAILS.

WASHINGTON, D. C., POSTOFFICE NOTICE. Should be read daily, as changes may occur a any time.

FOREIGN MAILS are forwarded to the ports of sailing daily, and the schedule of closings is arranged on the presumption of their uninterrupted oversand transit. For the week ending October 5, 1900, the last connecting closes will be maddered from the main office as follows.

MONDAY—(b) At 6:95 p. m. for IRELAND (letter mail only), per s. s. Servia, from New York, via Queenstown, Mail for other parts of EUROPE, must be directed "Per s. s. Servia." (c) At 11:95 p. m. for GERMANY, per s. s. Kroupring Wilhelm, from New York, via Cherbourg, and Bremen, Mail for other parts of EUROPE, via Cherbourg and Primouth, must be directed "Per s. s. Kroupring Wilhelm." (c) At 11:95 p. m. for ITALY, per s. s. Citta di Torino, from New York, via Naples, Mail must be directed "Per s. s. Citta di Torino," TUESDAY—(b) At 7:15 p. m. for EUROPE, per s. s. Philiadelphia, from New York, via South-ampton.

ampton.

(c) At 11:95 p. m. for IRELAND, per s. s. Germanic, from New York, via Queenstown. Mail for other parts of EUROPE must be directed "Per s. s. Germanic."

(c) At 11:95 p. m. for BELGHUM direct, per s. s. Friesland, from New York. Mail must be directed "Per s. s. Priesland."

WEDNESDAY—(b) At 7:15 p. m. for EUROPE, per s. s. Deutschland, from New York, via Plymouth, Cherbourg, and Hamburg. Mail for FRANCE must be directed "Per s. s. Deutschland."

FRANCE must be directed "Per s. s. Deutschiatol."

(c) At 9:15 p. m. for FRANCE, SWITZER-LAND, ITALY, SPAIN, PORTUGAL, TURKEY, EGYPT, GREECE, BRITISH INDIA, AND LO-RENZO MARQUEZ, per s. s. La Champagne, from New York, from New York, via Havre, Mail for other party of EUROPE must be directed "Per s. s. La Champagne."

FRIDAY—(c) At 11:95 p. m. for EUROPE, per s. s. Campania, from New York, via Queenstown.

(c) At 11:95 p. m. for NETHERLANDS direct, per s. s. Rotterdam, from New York, Mail must be directed "Per s. s. Rotterdam,"

(c) At 11:95 p. m. for ITALY, per s. s. Trave, from New York, via Naples, Mail must be directed "Per s. s. Trave,"

(c) At 11:95 p. m. for SCOTLAND direct, per s. s. Ethiopus, from New York.

Mails for South and Central America,

Mails for South and Central America, Mails for South and Central America,

Mails for South and Central America,

West Indies, Etc.

MONDAY—(c) At 11:55 p. m. for CENTRAL

AMERICA (except Costa Rica) and SOUTH PA
CIFIC PORTS, per s. s. Advance, from New York,

via Colon. Mail for GUATEMALA must be di
rected "Per s. s. Advance."

TUESDAY—(b) At 12:50 m., for JAMAICA,

per s. s. Advance."

(c) At 11:55 p. m. for iNAGUA and HAITI,

per s. s. Mount Verison, from New York,

(d) At 11:55 p. m. for CAMPECHE, CHIAPAS,

TABASCO, and YUCATAN, per s. s. Esperanza."

(e) At 11:55 p. m. for other parts of MEXI
CO must be directed "Per s. s. Esperanza."

(e) At 11:55 p. m. for ST, THOMAS, ST,

CROIX, LEEWARD and WINDWARD ISLANDS,

also BRITISH, DUTCH, and FRENCH GUIANA,

per s. s. Roraima, from New York.

WEDNESDAY—(c) At 11:50 p. m. for JAMAI
CA, per s. s. admiral Schley, from Philadelphia.

(c) At 11:55 p. m. for HAITI, per s. s. Prins

Wm. IV, from New York. Mail for CURACAO,

VENEZUFLA, TRINIPAD, BRITISH and DUTCH

GUIANA must be directed "Per s. s. Prins

Wm. IV, from New York. Mail for CURACAO,

VENEZUFLA, TRINIPAD, BRITISH and DUTCH

GUIANA must be directed "Per s. s. Prins

Wm. IV, Toom New York. Mail for CURACAO,

VENEZUFLA, TRINIPAD, BRITISH and DUTCH

GUIANA must be directed "Per s. s. Prins

Wm. IV, Toom New York. Mail for CURACAO,

VENEZUFLA, TRINIPAD, BRITISH and DUTCH

GUIANA must be directed "Per s. s. Prins Wm. IV."

York, THURSDAY—(c) At 11:05 p. m. for NEW-FOUNDLAND, per s. s. Corean, from Philadel-

FOUNDLAND, per s. s. Corean, from Philadelphia.

(c) At 11:05 p. m. for MEXICO, per s. s. Matanzas, from New York, via Tampico. Mail must be directed 'Per s. s. Matanzas.'

FRIDAY—(b) At 7:15 p. m. for BRAZIL, per s. s. Hevelius, from New York. Mail for NORTHERN BRAZIL, ARGENTINE REPUBLIC, URUGUAY, and PARAGUAY must be directed 'Per s. s. Hevelius.'

(b) At 7:15 p. m. for ARGENTINE REPUBLIC, URUGUAY and PARAGUAY, per s. s. Canning, from New York.

(c) At 11:45 p. m. for PORTO RICA, via San Juan, CERRCAO and YENEZUELA, per s. s. Philadelphia, from New York. Mail for SAVA-NILLA and (CARTHAGENA must be directed 'Per s. s. Philadelphia.'

(c) At 11:56 p. m. for FORTUNE ISLAND, JAMAICA, SAVANILIA, and CARTHAGENA, per s. s. Altai, from New York, Mail for COSTA RICA must be directed "Per s. s. Altai." (c) At 11:95 p. m. for HAITI and SANTA MAR-THA, per s. s. Andes, from New York. (e) At 11:95 p. m.

(c) At 11-25 p. Br. of the New York.

(c) At 11-05 p. m. for MATANZAS, CAIBARIEN, NUEVITAS, GIBARA, and BARACOA, per
s. s. Olinda, from New York. (Ordinary mail
only, which must be directed "Per s. s. Olin-At 11:05 p. m. for TURKS ISLAND and INICAN REPUBLIC, per a. s. Cherokee, (c) At 11:00 p. m. for TURES ISLAND and DOMINICAN REPUBLIC, per a. s. Cherokee, from New York. (c) At 11:05 p. m. for BERMUDA, per s. s. Pretoria, from New York. Mails for NEWFOUNDLAND, by rail to North

Mails for Night Vision with the control of the cont CUBA MAILS close here via Port Tampa, Fla. Wednesdays, and Saturdays, at 2:2

m. (f)
Manis for MEXICO overland, unless specially ad-Mails for BELIZE, PUERTO CORTEZ, and GUATEMALA, by rail to New Orleans, and thence via steamer, close here daily at 10:00 p. m., the connecting closes for which being Mondays.

connecting closes for which being Mondays.

Mails for COSTA RICA, by rall to New Orleans,
and thence win steamer, close here daily at 10:00
p. m., the connecting closes for which being
Tuesdays.

Trans_Pacific Mails.

Mails for CHINA* AND JAPAN, via Vancouver, lose here daily at 6:30 p. m. up to October I, in-lisive, for despatch per a. s. Empress of India. Registe vel small must be directed "Via Van-CHINA" AND JAPAN, via Tacoma,

Maria for CHINA* AND JAPAN, vin Taccoma, close here daily at 6:30 p. m. up to October I, inclusive, for despatch per s. s. Bracmar. (a)

Mails for HAWAII, vin San Francisco, close here daily at 6:30 p. m. up to October 7, inclusive, for despatch per s. s. Alamecha (a)

Mails for CHINA* AND JAPAN, vin Scattle, close here daily at 5:30 p. m., up to October 9, inclusive, for despatch per s. s. Kara Maru. Registered mail numt be directed "Vin Scattle."

Mails for CHINA, JAPAN, HAWAII, AND PHILIPPINE ISLANDS, "vin San Francisco, close here daily at 6:30 p. m., up to October 10, inclusive, for despatch per s. s. Coptic. (a) msive, for desputch per s. s. Coptic. (o)
Mells for TAHITI AND MARQUESAS ISLANDS, a San Francisco, close here daily at 6:39 p. m. p to October 17, inclusive, for despatch per s.

p to October 17.
Australia. (o)
Mails for AUSTRALIA (except West Australia,
hich goes via Europe, and New Zealand, which
oes via San Francisco), and FIJI ISLANDS, via
anconver, close larre daily at 6:30 p. m. after
eptember 28 and up to October 12, inclusive, for
leapatch per s. g. Aorangi. (o) September 25 and up to October 12, inclusive, for despatch per s. s. Aorangi. (o)
Mails for AUSTRALIA (except West Australia, which is form ried via Europe). NEW ZEALAND, FIJI, SAMOA, AND HAWAII, via San Francisco, close here daily at 6:30 p. m. after October 13 and up to October 19, inclusive, for despatch per s. s. Sonoma. (c)

s. s. Sonoma. (o)

*Mails for COCHIN CHINA are forwarded to
New York for connection with European steam-MENI

New returns a living a plain scaled envelope a force of connection with European steamers.

"PHILIPPINE ISLANDS (Military Mail) despatched to San Francisco at all closes for that office, to connect with Government transports, the sallings of which are irregular.

REGISTERED MAILS close at the MAIN OFFICE as follows: (b) At 1:00 p. m. same day; (c) at 8:00 p. m. same day; (d) at 5:00 a. m. at 1:00 p. m. previous day; (h) at 8:00 p. m. previous day; (l) at 1:00 p. m. previous day; (l) p. m. previous day; (l) at 8:00 p. m. previous d

AFFAIRS OF THE DISTRICT

A Protest Against Employing a Fireman to Inspect Buildings.

The Central Labor Union Objects to the Action of the Commissioners-The Changes in the Competition for Plans of Municipal Hospital.

The Commissioners yesterday received : letter from C. E. Dietrich, Secretary of Central Labor Union, protestin against the employment of a member of the Fire Department as inspector building to be erected for the use of the Fire Department.
"We believe," states the secretary,

"that in making an appointment of this kind, it is in violation of the building laws of the District of Columbia that a mem-ber of the Fire Department should be utilized for the purpose of inspecting buildings and at the same time be carried on the rolls of the Fire Department.

"We sincerely hope that you will give this matter of protest your earnest and careful consideration and prevent the appointment of any fire employe as a temperary building inspector. We do not believe that it would be wise to establish a precedent of this kind, for, if you permit this action to be taken, any employe of the District government could be utilized in an emergency to fill a position of which he had no knowledge or qualifications. The precedent that would be established by this appointment would, in our minds, be exceedingly ill-advised, and we hereby nter our firm and earnest protest against any such appointment."

Referring to the papers relating to this and proposals received for the erection of a stable in the rear of one of the en-gine houses of the District. It was found when it came to accepting these proposals that it was impossible to do so unless some special arrangement could be made for the inspection of the work while in progress, as the appropriation was too

small to allow the paid inspection.

The Inspector of Buildings was appealed to and in conjunction with the Chief Engineer of the Fire Department, it was de-termined that the inspection should be shared between the two departments, being supervised by the Building Department, and the daily inspection being made by a member of the Fire Department specially detailed for the purpose. Such a man was detailed, who was formerly a worker in one of the building trades. He is not without qualifications for the work, and no appointment was made, he being detailed as a fireman to watch the progress of the erection of the stable. He will be quartered in the engine house, and will serve his turn at watch and other duties of a fireman. The arrangement is purely temporary and so designated in the orders authorizing the same. It is not expected that any change will be made from those already provided for by

special board meeting to consider certain matters pressing for decision before the Engineer Department. One of these was the question of accepting or rejecting the proposals received for constructing the steam plants at the Trumbuil Street pumping station. The bids were in one or two instances informal and it was thought that the specifications had not been prop-erly observed in one or two others. It was therefore decided to reject all bids and to reopen the competition by navertising for proposals again.

Another matter considered was the question of revising the programme of question of revising the programme of competition for securing plans for the proposed municipal hospital. This was discussed at some length, the report of the recent hearing on the subject being carefully gone over. It was decided that certain changes should be made in the competition, looking especially toward the employment of expert supervision over the work. Captain Beach, the Engineer Commissioner, was instructed to draft the changes thought to be necessary in the programme and to report them at a future board session. oard session. Other matters taken up were of a rou line nature.

D. A. Sanford recently, through his atorney, W. I. Caldwell, requested permission to continue the work of repairs on ter was referred to the Inspector of Build-

ings, who has now reported: "An examination of the premises where the building is now in course of construc-tion showed that work on the building is being done in violation of the building regulations and for which no permit was issued. For this reason permit No. 49, issued for an addition on the rear of the original building and to make general repairs, was revoked September 16. Until the premises are placed in a condition to meet all requirements of the building reg-ulations I recommend that this application be disapproved."

It was stated as the result of the inspection made by the Building Department that the walls had been raised to a
height of forty-one feet only nine inches
thick, while the regulations limit nineinch walls to a height of thirty-five feet.

The Commissioners have approved these reports and the applicant will be so in-Edward W. Donn, of 1708 Sixteenth Street northwest, recently requested the Commissioners to improve the entire roadway of O Street, between Sixth and Seventh Streets northwest, and that the parking be made continuous. The matter was referred to the Surface Division of

the Engineer Department and the Computing Engineer has reported: "A careful examination of the coadway of O Street between the limits named falls to show that its condition is such that it should be resurfaced at the present time. The present wide roadway on this square can properly be corrected and the curb alignment made to conform to the balance of the street east and west at the time that the street is resurfaced, but not

properly before.
"It is, therefore, recommended that the writer be advised that the Commissioners regret that the relative condition of this square in comparison with other streets is such that in view of the state of the funds its present treatment in the manner requested is not practicable."

The Commissioners yesterday acted upor the application of James Creamer, a mem ber of the Fire Department, to be retired on a pension. The action of the board was in accordance with the recommendation of the Chief Engineer as fol-

menoration of the Chief Engineer as fol-lows:

"This department cannot recommend favorable action in this case. The appli-cant was dismissed for intoxication and desertion, about as serious offences as could be charged against a member of the department, and it is believed that Congress never intended that a man dis-missed for misconduct should be granted a pension. The department is of the opin-

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JOHN CALLAHAN General Manager.

Department, in reporting upon the ap-plication, stated to the Commissioners

Railroad into his property on First Street

L. P. Bradshaw, pierk of the Engineer

northeast.

that the Act of Congress admitting the Baltimore and Ohio Railroad into the Dis-Isaltimore and Onio Railroad into the Dis-trict does not provide for the construction of sidings into abutting property, except such as the railroad company owns. This being so, and the fact not appearing that the railroad company has any interest in the proposed siding, Mr. Bradshaw says that there is no authority for granting the request. He has recommended that it be denied, and this the Commissioners have approved.

Capt. Henry C. Newcomer, assistant to the Engineer Commissioner, has called the attention of the Commissioners to the fact that the paper recently forwarded to the Attorney for the District for such acthe Attorney for the District for such ac-tion as may be necessary to compel the removal of the abandoned car tracks on Second Street southwest covers only that portion of the tracks between F and M Streets. He recommends that the instruc-tions of the Attorney be modified so as to cover all the tracks from Canal to M Streets. The recommendation has been approved by the Commissioners.

Lieut. W. W. Jordan, of the Eighth police precinct, has forwarded to head-quarters \$5 sent by Capt. A. H. Bickham as a reward for the recovery of a watch, money, belt, satchel, etc., belonging to Captain Bickham's mother and found on

Captain Bickham's mether and found on the Capitol grounds by Private W. H. Spearing.

At the instance of Major Sylvester the Commissioners have decided that 20 per cent of the same shall be credited to the helmet and clothing account, and that the officer be permitted to retain the balance.

Acting upon the advice of Major Sylvester, the Commissioners yesterday ap-proved the application of J. F. Hess, of 212 K Street northeast, for the renewal of his commision as an additional private for duty between Thirteenth, Fifteenth, M and Q Streets northwest.

Similar action was taken upon the application of J. Maury Dove that his manager. W. Hamilton Smith, be given police authority in connection with his duties in and about the property of Mr. Dove.

Acting upon an adverse report of A. L. Thomas, Inspector of the Engineer Department, the Commissioners have re-fused to grant the request of Martin fused to grant the request of Martin Schneider to pave the parking space in front of Nos. 804 and 806 L Street south-east. Mr. Thomas stated that the paving proposed would be in direct violation of the parking regulations, it was recommended that on account of dampness the applicant be allowed to increase the width of the water table around the house from a width of 1 foot to 18 inches.

W. A. Roderick, Secretary of the Board of Education, has forwarded to the Commissioners a letter from P. L. Babcock relative to the existence of weeds on a lot adjacent to the Threikeld School. Mr. Babcock asked that steps be taken to have them removed.

The complaint was yesterday referred to the Health Department for investiga-tion and possible action under the law for the removal of weeds.

Capt. Chester Harding, assistant to the Engineer Commissioner, has forwarded to the board a recommendation that certain material and excavated earth be removed from the property of Walter Brown, ad-jacent to the line of sewer being con-structed by R. A. Matone & Co., on Ari-zona Avenue, by the District, and the cost charged against the contractor's account. The recommendation has been approved.

The Superintendent of Repairs has forof the proposals received for erecting two of the property of the property of the Curtis School building, on O Street, hetween Thirty-second and Thirty-third Streets northwest. He recommends that the bid of the National Electrical Supply Company be accepted. This the Commissioners have approved.

UNABLE TO DISCRIMINATE.

No Authority for Denying Anarchist Publications the Mails.

Newspapers and periodicals of anarchis tle tendencies enjoy the same privileges and have the same protection from the United States Government, in regard to telr transmission through the mails, a loyal and legitimate publications. The Postoffice Department seems powerless, according to postal regulations, to dis riminate between anarchistic and other newspapers, but it is said that Postmaster General Smith will solve the problem. The question of entirely withdrawing from newspapers and other publication of anarchistic tendencies all postal privileges is being seriously considered by the Postoffice Department. The only obstack to the immediate issue of an order of that kind seems to be the postal laws regulating matters of this sort. There is nothing in the regulations of the service, it is said, that gives the Postoffice Depart. ment authority to throw out literature of

It is argued by a number of officials o the Postoffice Department, however, that the Postmaster General has as much right to deprive anarchistic publication of the postal privileges as he had when ond-class mail privileges of publication which publish premium offers and which goes into effect on October 1. It is fur ther contended that there is no reason why anarchists should receive the protec tion of the very Government whi are endeavoring to destroy, and that if orders are issued against fraudulent co cerns, orders should also be issued against persons who are known to be anarchists and those who publish anarchistic news

papers. In speaking of the matter a prominent official of the Postoffice Department said yesterday: "If I were the Postmaster General I would make a rule withdrawin from all newspapers that preach anarchy all mail privileges. I would let them fight the matter and compel them to es-tablish their rights. A greengoods swindler is not half as much a menace to so ciety as is the anarchist, and there are laws shutting down on lotteries, green goods men, and obscene literature, etc. while the anarchist, who is the most dangerous of all, is allowed to go cot-free and make use of Uncle Sams mail for the promulgation of his doctrines of assaismation, riot, and lawlessness. These papers are the main sources from which the anarchists receive the necessary funds with which they carry on their campaigns of destruction. If the source of supply is once closed a great step will have been taken toward the suppression of anarchistic doctrines. It is in the power of the Postmaster General to shut up that source, and the sooner he does it the more he will be appreciated by the people not only of this country, but of all civilized nations. The measure, if instituted, will surely be imitated by other Governments, as they cannot fall to see the wisdom of it. while the anarchist, who is the most dan

AN ALLEGED POLICY MAN.

On Arrest He Says He Was Only Try. ing to Make an Honest Dollar. Green Webb, colored, thirty-five year by Detective Watson on a charge of pro-moting policy. Webb lives in the south-west part of the city and during the past summer has been employed as a waiter on one of the river steamers. About 10 o'clock yesterday morning the detective met him at the corner of Four-and-a-half Street and Maryland Avenue southwest and took him to Police Headquarters, where a policy book was found in his possession written on a sheet of tissue maper.

paper.
Webb is said to have acknowledged his guilt and stated that he was out of work and was only trying to make "an honest dollar." He is locked up at the Fourth precinct stationhouse to await a hearing Monday.



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strengthen the bowels and put them intoitively, healthy condition, making their action natural.

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Property seld subject to existing taxes and encumbrances: balance one-third cash, and residue
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